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HONGKONG, FRIDAY, AUGUST 4, 1911.

日十初月六閏年三統宣

PRIOB, \$3.00 Per Month.

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JAPANESE PHOTOGRAPHY
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Work done in latest style
Developing and Printing
AMSTERDAM & BERGAMOT
— 50, QUEEN'S ROAD
CENTRAL.

THORNE'S
OLD VAT

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1851

SCOTCH WHISKY.
R. THORNE & SONS, L.P.
GREENOCK & LONDON.
ASBLOUR, GLENLIVET DISTILLERS, STRATHMORE &
GREENOCK, HIGHLAND DISTILLERS, GREENOCK &
GLEN ROSS, GLENLIVET DISTILLERS, GLENROSS &
S. WATSON & CO. LTD.

CHINA MUTUAL LIFE INSURANCE CO., LTD.
HEAD OFFICE, SHANGHAI.
OFFICERS:
J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.
A strong British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies' Act, England.
Insurances in Force \$39,571,465.00.
Assets 9,872,930.00.
Income for Year 3,863,071.00.
Insurance Fund 9,520,000.00.
LEFFERTS KNOX, Esq., Hongkong,
District Manager.
B. W. TAPP, Esq., Canton
District Secretary.
Alexandra Building.
C. Lawder, Esq., Inspector, Hongkong.
ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., O.M.G.
T. F. Hough, Esq., O. J. Lafrance, Esq.,
Hongkong, July 22, 1911. 1424

SHAMKIN NEWS.
(From Our Own Correspondent.)
CANTON, AUG. 3.
HOT WEATHER.
This being the time of the year during
which the Dog star rises and sets with the
sun, one expects to have excessive heat
and so far as Canton is concerned the
expectation need not lead to disappointment.
The following figures record the daily
Fahrenheit shade temperature since my
last notes:—77°, 88°, 98°, 96°, 83°, 86°,
94°, 95°. The sudden drop from 96° to 83°
is accounted for by an exceedingly heavy
rainstorm.

REVOLUTION RUMOURS.
Some capital pictures were shown at the
Canton Club Theatre the other evening,
and were much enjoyed by a fairly large
company. The chief film was the one
depicting the Royal progress through the
streets of London en route to the Abbey.
These were most realistic.
Some very good films were also shown of
the Coronation rejoicings at Hongkong.
The march past of the Naval Brigade and
and the Troops at Happy Valley was
admirably depicted.

DEFENCE CORPS.
The Shamkine defence Corps is being
regularly drilled and shooting practices are
also taking place frequently. Should any
misguided rioters fancy a trip round Sham-
kine, they may be assured of a warm
welcome.

CRIMINALS.
A census of the British consession has
recently been taken, with the following
results:—
British Residents 154
German do 64
French do 9
Swiss do 6
American do 18
Portuguese do 4
Japanese do 35
Chinese Domestic, etc. 1078
The above figures, with the exception of
the ones relating to Chinese domestics,
include children.

NAVAL NEWS.
H.M.S. Mouchel, has returned from
Lung Chee. The French gunboat Vigilante
has returned from the same port. H.M.S.
Robin is here from Shek Ling.

ANTISEPTIC LINIMENT.
CUTS and bruises may be healed in
about one-third the time required by
the usual treatment by applying Chamber-
lain's Pain-Expeller. It is an antiseptic and
cures and relieves the pain without inflam-
mation. This liniment also relieves soreness
of the muscles and rheumatic pains. For
sale by all Chemists and Dispensaries.

Business Notices.
W. S. BAILEY & Co., Ltd.
Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs, Bridge Work and
Engineering Work and Repairs of
every description.
ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

THE NESTLE & ANGLO-SWISS
CONDENSED MILK CO.
CHAM (Switzerland) AND LONDON.
Another Famous Product
of the above Company
is its
STERILIZED
NATURAL MILK.
A Tind of which will satisfy
you of its
EXCELLENCE.
PRICE:
50 Cents Per Tin.
\$3.30.....Per Doz. Tins.
\$9.00.....Per Case of 4 Doz
Tins.
ON SALE AT—
LANE, CRAWFORD & CO.
Kwong Tze, Queen's Rd. Cent.
Central.
MAN YUN, Queen's Rd. East.
NAN HANG, Queen's Rd. East.
HONGKONG CO-OPERATIVE SO-
CIETY, 11 Tsim Sha Road.
Milkmaid
Full Cream Milk.
LARGEST SALE
IN THE
WORLD.
As a guarantee of Quality.
SEE THE
Milkmaid
ON EVERY TIN.
Hongkong, December 1, 1910. 155

CANTON, MACAO AND
WEST RIVER
STEAMERS.
HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday
excepted).
CANTON TO HONGKONG—Daily at 8 A.M. and 6.15 P.M. (Sunday excepted).
HONGKONG TO MACAO—Weekdays at 8 A.M. and 3 P.M.
Sundays at 8.30 A.M. and 12.30 P.M.
MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.
Sundays at 7.30 A.M., 1 P.M. and 6 P.M.
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.
The s.s. SUI TAI leaving on Sundays at 12.30 P.M. connects with the excursion
steamer returning from Macao at 5 P.M.
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS Opposite Hongkong Hotel.
Hongkong, May 4, 1911. 15

GRAND HOTEL.
No. 2, Queen's Road Central.
A FIRST-CLASS AND UP-TO-DATE HOTEL.
ENTIRELY under European Management. Situated in the most central position.
Large and Airy Rooms, Luxuriously furnished, Electric Light and Fans through-
out. Sanitary arrangements of the latest pattern.
CULINARY UNDER EUROPEAN SUPERVISION.
Ladies' Afternoon Tea Rooms. Special rates for married families on application to
the Manager.
CHARGES MODERATE.
F. REICHMANN, Proprietor.
TELEPHONE No. 197. TELEGRAPHIC ADDRESS: 'COMFORT', Hongkong.
Hongkong, November 10, 1909. 1574

THE CLUB HOTEL.
Best Attention Paid to Guests.
No. 5, Bund. YOKOHAMA.
Hongkong, March 1, 1911. 29

BANK HOLIDAY.
IN accordance with Ordinance No. 6 of
1875 the EXCHANGE BANKS will
be CLOSED for the transaction of Public
Business on 7th instant.
Hongkong, August 2, 1911. 988

NOTICE.
VICTORIA RECREATION CLUB.
THE ANNUAL GENERAL MEETING
of Members will be held in the Grand
Ballroom on WEDNESDAY, the 9th August,
at 5.30 P.M., for the purpose of considering
and passing the Annual Reports and State-
ment of Accounts for 1910.
FRANK LAMBERT
Hon. Secretary.
Hongkong, August 2, 1911. 990

CHINA MAIL
Typhoon Map.
Price 30 cents.

BIJOU SCENIC THEATRE,
FLOWER STREET.
Cinematograph Vaudeville.
8.15 P.M. EVERY EVENING 9.15 P.M.
Mrs VIOLET BONNETTA
Mr R. H. STEPHENSON,
and
FRANK MELROSE.
7.15 P.M. PICTURES ONLY 7.15 P.M.
See Hand Bill.
Lesse and Manager
R. H. STEPHENSON
Hongkong, August 1, 1911. 984

THE GRAND CARLTON HOTEL
This Temperance Hotel has been established to meet the requirements of those who desire
all the conveniences and advantages of the modern Hotels at moderate charges.
TELEGRAPHIC ADDRESS: 'GRAND'.
Hongkong.
O. E. OWEN
Proprietor.

Business Notices.
SOLE AGENTS IN HONG KONG FOR
BELDAM'S PATENT PACKINGS, JOINTINGS,
ASBESTOS AND RUBBER GOODS
Beldam's Patent Pilot Packing

THE EASTERN ASBESTOS COMPANY.
Office and Showrooms: 5, Queen's Building, Chater Road.
Telephone: 'CORRUATED, HONG KONG' Telephone No. 551. HONG KONG.

LANE, CRAWFORD & CO.
Tailoring Department
(FIRST FLOOR).
SPECIAL VALUE
WHITE
ORLEANS CLOTH JACKETS
\$5.50.
WHITE SERGE TROUSERS
\$9.00 per pair.
LANE, CRAWFORD & CO.

VICTORIA DISPENSARY
(OPPOSITE THE CLOCK TOWER).
Dispensing and Family Chemists.
IMPORTERS OF—
PROPRIETARY MEDICINES,
Toilet Articles, Perfumery, Soaps,
Cigars, Cigarettes, Tobaccos.

J. ULLMANN & CO.
JEWELLERS, WATCHMAKERS AND OPTICIANS.
Always carry a large and varied Stock of
HIGH CLASS JADE AND CHINESE-MADE
JEWELLERY
SOUVENIR SPOONS.
THE FINEST ASSORTMENT EVER SEEN IN HONGKONG.
Prices right.

THE HONGKONG HOTEL.
UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
MODERATE TERMS AND NO EXTRAS.
J. E. T. GART, Manager.
158

PEAK HOTEL.
ADIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-east Winds in
Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent
islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.
Terms—From \$4 per Day. Telephone Add: 'Peaceful'.
Ladies' and Gents' Dressing Rooms. A Day Visitor Hall.
Hongkong, February 5, 1911. 27

ASTOR HOUSE HOTEL
(BEAT & CONNAUGHT HOUSE).
QUEEN'S ROAD CENTRAL.
CENTRALLY situated, up to date Hotel. Recently renovated and under the
New Management. Large and comfortable rooms. Excellent cuisine under the
supervision of an experienced French Chef.
PARTICULARS AND RATES of application to MANAGER
G. GAMBAU, Proprietor. M. BLUMENTHAL, Manager.
Established October 5, 1908.

THE GRAND CARLTON HOTEL
This Temperance Hotel has been established to meet the requirements of those who desire
all the conveniences and advantages of the modern Hotels at moderate charges.
TELEGRAPHIC ADDRESS: 'GRAND'.
Hongkong.
O. E. OWEN
Proprietor.

Business Notices.
GREEN ISLAND CEMENT CO., LD
PORTLAND CEMENT
In Casks of 75 lbs. net.
In Bags of 25 lbs. net.
Shewan, Tomes & Co.,
GENERAL MANAGERS.

FAIRALL & CO.
ARE SHOWING
NEW DRESS LINENS,
COTTON, FOULARDS,
Peter Pan Collars, Handkerchiefs, Belts, etc.
A GOOD ASSORTMENT OF SAILORS' HATS.
2, PEDDER STREET. Telephone 644.

MARIENTHALER BEER 'LION BRAND'
in case of 48 quarts \$12.— per case incl. duty.
in case of 96 pints \$16.— " " " "

CHAMPAGNE VEUVE
CLICQUOT-PONSARDIN
\$56.— Per case of 12 quarts or 24 pints incl. duty.
COGNAC V. O. P. \$23.50 per case incl. duty.
COGNAC * * * \$16.50 " " " "
China Export-Import & Bank Co.,
No. 2, Connaught Road.
Hongkong, July 7, 1911. 289

MARINE-MOTOR
CRUDE OIL ENGINES.
BOLINDER'S DIRECT REVERSIBLE CRUDE OIL
ENGINES.
Most EFFICIENT AND ECONOMICAL FORM OF MARINE PROPULSION.
A sea voyage of 22 days, without once stopping the engine, has been made by
the 'Crudoleo' fitted with a BOLINDER direct reversible engine.
POWERS FROM 5 H.P.—500 H.P.
FUEL CONSUMPTION 1/4 ct. mex. per H.P. Hour.
FAY & BOWEN. Kerosene engines and lighting sets.
FERRO. Gasoline (Petrol) engines for pleasure and speed craft.
ALL TYPES OF MOTOR CRAFT DESIGNED AND BUILT.
ESTIMATES FREE.
ULDERUP & SCHLUTER.
Office: 21, Connaught Road.
Hongkong, June 13, 1911. 718

WING ON Co.,
TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS.
[HAVE JUST RECEIVED NEW SHIPMENTS OF]
Drapery, Grocery, Ironmongery, Crockery, Glass and
China Ware, Furniture, Watches & Clocks.
The Cheapness and quality of their Goods have no equal.
200-212, DES VOEUX ROAD CENTRAL.
107 & 108, CONNAUGHT ROAD CENTRAL. (Trans. pass the Door).
Hongkong, August 15, 1910. 715

THE WELL-KNOWN HORSE HEAD BRAND.
BASS' ALE.

GUINNESS' STOUT.
SOLE AGENTS
CALDBECK, MACGREGOR & Co.
ESTABLISHED 1862.

Intimations.

G. FALCONER & Co.,
LIMITED.WATCHMAKERS AND JEWELLERS.
Telephone No. 263.**HOTEL MANSIONS.**
NEW SELECTIONS OFDIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVINS NAUTICAL INSTRUMENTS.
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c. OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908.**MEE CHEUNG & CO.,**ART PHOTOGRAPHER, ICE HOUSE LANE
SPECIALIST IN ENLARGING AND BROMIDE WORK.
Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs,
CAMERAS FOR HIRE.
1786**Weismann, Limited.**Bakers, Confectioners, Caterers,
Restaurateurs.

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910.

WHITE ANTS.

AVENARIUS CARBOLINEUM

THE BEST

WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND

LASTING PROTECTION

AGAINST

WHITE ANTS.

GOVERNMENTS AND OTHER TESTIMONIALS.

SOLE AGENTS:

MELCHERS & CO.

ENO'S 'FRUIT SALT'

A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver,
Temporary Congestion arising from Alco-
holic Beverages, Errors in Diet, (Eating
or Drinking), Biliousness, Sick Headache,
Giddiness, Oppression or Feeling of Melan-
choly, Vomiting, Heartburn, Sourness of
the Stomach, or Constipation. It is a
Refreshing and Invigorating Beverage,
most invaluable to Travellers, Emigrants,
Sailors, and Residents in Tropical Climates.ENO'S 'FRUIT SALT' assists the Functions of the Liver, Bowels, Skin, and
Kidneys by Natural Means: thus the blood is freed from poisons and other
harmful matters, the foundation and great danger of Chills, Fever, Malaria,
Furunculosis, &c. There is no doubt that, where it has been taken in the earliest
stages of a disease, it has, in innumerable instances, prevented a serious illness.
Prepared only by J. C. ENO, 24, 'FRUIT SALT' WORKS, LONDON.
Sole Agent for Hongkong, J. C. ENO'S PATENT.
Sold by Chemists and Stores everywhere.**THE CHINA MAIL, LTD.**

PRINTERS:

ALL SORTS OF ARTISTIC JOB-PRINTING

such as

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT

PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-

TUSES, WINE LIST, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE,

6, Wyndham Street.

European Supervision

Moderate Prices.

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-

SIMA, OCHI, MUTARE, YO-
SHINOTANI, HOJO, KANADA,
NAMAOKA, SAKO, SHINNEW
and KAMAYAMADA Collectors.SOLE AGENTS FOR KISHIDAKE
COAL.HEAD OFFICE: TOKYO.
BRANCH OFFICES:—Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, HankowTELE. ADDRESS for above: 'IWASAKI.'
Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.
CHINESE: Messrs Gearing &
Co.MANILA: Messrs Macondray &
Co.SINGAPORE: Messrs Borneo Co.
Ltd.For particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, PARKER STREET,
Hongkong.

Hongkong, April 29, 1911.

HONGKONG AND SOUTH CHINA
STEAM FISHERIES CO., LTD.NOTICE IS HEREBY GIVEN THAT THE
ORDINARY GENERAL MEETING
of Shareholders will be held at the Office
of the General Managers on the 9th day of
August, 1911, at 12 o'clock Noon, for the
purpose of considering the Report and
Accounts to 30th June, 1911, and to
transact any business that may be trans-
acted at an Ordinary General Meeting.Notice is given that the TRANSFER
BOOKS of the Company will be CLOSED
from 12th to 9th August, 1911, both days
inclusive.BRADLEY & CO.,
General Managers.
Hongkong, July 28, 1911.

HONGKONG HOTEL CO., LTD.

NOTICE

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS
will be held at the Company's Hotel, on
SATURDAY, the 12th August, 1911, at
12.30 p.m., for the purpose of receiving a
Statement of Accounts of the Company to
the 30th June, 1911, with the Report of
the Directors, and to discuss any matter
that may be completely brought before
the Meeting.The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 6th to the
12th August, 1911, both days inclusive.By Order of the Board,
C. MOONEY,
Secretary.

Hongkong, August 3, 1911.

HONGKONG AND SHANGHAI
BANKING CORPORATION.NOTICE IS HEREBY GIVEN THAT THE
ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS
in this Corporation will be held at the CITY
HALL, Hongkong, on SATURDAY, the
19th day of August, 1911, at Noon, for
the purpose of receiving the Report of the
Board of Directors together with a State-
ment of Accounts to 30th June, 1911.The REGISTER OF SHAREHOLDERS of
this Corporation will be CLOSED from MON-
DAY, the 7th August, to SATURDAY,
the 19th August, 1911, (both days inclu-
sive), during which period no transfer of
Shares can be registered.By Order of the Board of Directors,
N. J. STABB,
Chief Manager.

Hongkong, August 2, 1911.

S. HANDA.

JAPANESE MASSAGIST.

2nd FLOOR,
No. 60, QUEEN'S
ROAD,
CENTRAL,
HONGKONG,
Near the Old
Post Office.

Hongkong, July 21, 1911.

SINGON & CO.IRON, STEEL, METAL AND HARD-
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig-Iron and
Foundry Coke Importers, General Furni-
ture and Shipchandeliers. Nos. 25 and
27, Koro Loong Street, (2nd Street, west
of Central Market) Telephone No. 515.
Hongkong, September 4, 1909.

1184

1184

1184

KWANGTUNG NOTES.

Reported Assaults by Drunken
Foreigners.The native papers report that on Honan
two evenings ago one of the Customs tide-
waiters, who had taken too much drink, was
in the street and whilst there he assaulted
several persons. According to the story
he seemed to have quite lost self-control,
and went up to any Chinese, the sight of
whom appeared to rouse his ire, and struck
them in the face. Some he hurt rather
badly. One man, who was employed in a
rice shop and who ran against him with a
bag of rice, was rather badly knocked
about. It is said that the police watched
the foreigner but did not attempt to
arrest him. Many of the people, being
extremely angry at what went on, marched
in a body to the central police station, of
the district and roundly rated the Head
of Police for not taking measures to put a
stop to that sort of thing, and protect the
peaceable inhabitants of the place. Mean-
while a report has been sent in to the Com-
missioner of Customs, and another to the
Chief of the Police, and in each it is
demanded that the man be at once dismissed
from the service.

OFFICIALS ON THE ALERT.

The twentieth day of the sixth month is
usually kept as the birthday of Lo Pan,
the patron saint of the carpenters and
wood-workers in the south of China. He
is supposed to be the original worker in
wood, though no one knows anything about
him, except this mere skeleton of tradition.
Still, the day is generally one of great re-
joicing among the carpenters and wood-
workers, and they invariably make arrange-
ments for a holiday and feasting. Their
Guilds also make provision for an outing to
the temple, which is situated at Yung Tai
pagoda. It is said that in normal times
not less than ten thousand men and women
gather and take part in the services to the
idol. Apparently this year these folk are
not to have things their own way. The
Nanhai and the Panyu magistrates have
issued a joint edict pointing out the un-
settled condition of the city, and informing
the people that this year they will have to
forego their usual religious ceremonies and
their accustomed social rejoicings. It is
explained that just at present it is not safe
that so many persons should be allowed to
gather together, and therefore the usual
doings must stand in abeyance for this
year. Whether the people will submit or
not cannot yet be said. Edicts are some-
times ignored.

A TERRIBLE TRAGEDY.

The following tragedy is reported from
Se Yui. The occupants of a small boat
were a man, his wife and five children.
The boat took cargo from place to
place; and on the evening of the twenty-
first of the Chinese month it was attacked
by pirates. Ten men appeared. They
searched the boat, but did not find enough
to satisfy their desires. They then took
hold of the five children, and in spite of
their cries, carried them off for sale. The
eldest girl was more than ten years of age.
The man and his wife opposed the robbers,
whereupon they drew knives and stabbed
the woman in several places, so that she
fell into the water and was drowned. They
then wrapped the husband in an old quilt
and flung him into the river also. Next
the pirates took the boat with the five
children and rowed across to the opposite
side of the river and disappeared. Fortu-
nately the man struggled in his quilt and
managed to get out of it and saved his
life. It is reported that the brigands
killed the smallest child of the family, who
was not three years of age; and left its
body on the hills in their retreat. On the
other hand it is believed that one of the
men has been arrested in Hongkong, and
that two of the little girls are now in the
hands of the Po Leung Kok office.INDIAN TRADE WITH THE
FAR EAST.A report on the Foreign Trade of India
for the year 1910-11 states that more than
two-thirds of the refined sugar came from
Java. That country also furnished most
of the considerable imports of molasses.
In silk piece-goods Japan and China out-
strip all other countries. Matches amount-
ed to \$250,000 (chiefly Japanese and
Swedish). The word shortage of cotton
led to an exceptional demand for Indian
cotton by Japan and by those European
countries that have the textile machinery for
manipulating the inferior Indian fibre.
Japan took 32 per cent. of the exports.
The exceptionally high cost of raw
material, coupled with a diminished
demand for yarn in China, caused
serious depression in the Bombay
mill industry. The rise in yarn prices did
not keep pace with the advance in raw
cotton, while yarn exports declined from
227,364,500 lbs. to 183,425,000 lbs. in
quantity, and from \$2,473,000 to \$2,749,000
in value, practically the whole reduction
being on account of China, whose purchases
were among the lowest for the last ten
years. In the China market, Japan, which
uses principally Indian raw cotton, is cut-
ting seriously into the Indian trade, while
China has now 40 mills of her own. The
tea trade was remarkably prosperous in
1910-11. In the last two years the position
of tea has greatly improved, and prospects
are excellent in view of the restricted area
under cultivation in India, the falling off
in China, the probability of smaller
supplies from Ceylon and Java, where rub-
ber is dividing attention with tea, and the
continued growth in the world's demand.
The Russians having discovered the superi-
ority of Indian tea to China tea, last year
increased their purchases by 10,000,000
lbs., and the total shipments to Russia
amounted to about 40,000,000 lbs., of which
30,000,000 lbs. went via Vladivostok and
Hankow. With the former of these ports
Calcutta has now a direct steamer service
in the tea season. A large rise in opium
values, from \$2,310,000 to \$2,510,000, was
due to speculation consequent on the eleva-
tion in China. The quantity of opium
exported from India fell from 73,659 to
63,030 cwt.

Intimations.

HONGKONG JOCKEY CLUB.

A MEETING of Members interested in
ordering Subscription Grilles for
next Races will be held in the Office of
the Hongkong Jockey Club, on SATUR-
DAY next, 5th August, at 12.30 p.m.
J. F. HOUGH, Secy.
Clerk of the Course, 372
Hongkong, July 29, 1911.

ORGAN RECITAL.

ST. JOHN'S CATHEDRAL.
MONDAY, August 7th, at 8.15 p.m.The Programme will be a popular one
and will include:—
Grand Chorus.....Guilmant.
Om-pro nobis (Vocal).....Plethmann.
Shepherd of Souls (Vocal).....Ed. Jones.
Hallelujah Chorus.....Handel.SOLOIST: Mrs. STAINER.
Hongkong, July 31, 1911.

BACON & HAM

Do you want the best for your
table?

SEND US YOUR ORDERS.

We stock absolutely first quality
Australian mild cured Bacon and
Hams.

Prices Moderate.

THE DAIRY FARM CO., LTD.

Hongkong, November 12, 1911.

YEE SANG FAT,

OPPOSITE POST OFFICE.

TAILORS AND OUTFITTERS.

STYLE AND FIT
GUARANTEED.

NEW STOCK

Helmets (Cork and Rubber).

RAIN COATS,

BATH ROBES
AND
SUMMER UNDERWEAR.

Hongkong, Sept. 20, 1910.

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HOME-MADE MINERAL
WATERS.

BETTER THAN FACTORY-MADE

Why continue purchasing
factory-made Mineral
Water? Make your own
Mineral Water at home
at a cost of 90 cents a
dozen Syphons. Then
you KNOW the water is
pure, and contains no
disease germs. With the
"PRANA" SPARKLET SYPHON
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can make a dozen
Syphons of delicious
Mineral Water and the
cost less than if you buy
factory-made Mineral
Water. All Chemists
and Stores sell "Prana" Sparklet Syphons
and Bulbs.Price of Syphons.....\$2.00 each.
Bulbs.....0.90 per box.Wholesale Price:—
Syphon per doz.....\$16.00 L.o.b.
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WHOLESALE AGENTS,
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ASAHI BEER

OBTAINABLE EVERYWHERE

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Hongkong, December 17, 1910.

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The Wrong

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If you have to hold the print
too far away to see clearly, the eyes will
be strained to make out the fine print.
If you have to hold the print too close
that will strain the muscles of the eye.
Either way is bad.See us and have the satisfaction
of using a pair of right fitting,
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SCIENTIFIC OPTICIANS
YORK BLDG., HONGKONG

Hongkong, February 14, 1911.

THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE UNITED STATES.SHEWAN, TOMES & CO.,
GENERAL MANAGERS, HONGKONG.J. T. HAMILTON, GENERAL MANAGER
FOR THE EAST, TOKYO.Total Assets Dec. 31, 1910.....G-\$494,715,923
Surplus.....85,093,459
Dividends to Policyholders.....10,378,157
Total paid Policyholders 1910.....53,439,350
Total Expenses for 1910.....10,392,082
Gross earnings from interest
and Rents for 1910.....21,648,528
Gross rate of Income from
Investments 1910.....4.48%
Hongkong, May 30, 1911.

SWATOW WARRONG & CO.,

13, QUEEN'S ROAD CENTRAL,
HONGKONG.MANUFACTURERS OF
Swatow Hand-made Drawn Work
and Canton Embroidery, etc.
GENERAL EXPORTERS.

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CIGARS, CIGARETTES, TOBACCOS.

USED POSTAGE STAMPS AND
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GOLD AND MONEY CHANGER.

No. 13, Queen's Road Central,
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Hongkong, May 27, 1911.

JAPANESE MAKERS.

EVERY KIND
OF
Footwear
MADE
TO
ORDER

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Hongkong, May 5, 1910.

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Exporters & Importers

General Merchants

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Commission Agents.

HONGKONG, CANTON,
SHANGHAI AND
HANKOW.THE
CHINA MAIL

RAILWAY SOUVENIR

Price.....10 cents

Hotels.

STATION HOTEL,
NATHAN ROAD,
KOWLOON.ELECTRIC LIGHT AND FANS.
BATH-ROOM TO EACH ROOM.
Cold and Hot Water throughout.PRIVATE AND PUBLIC BARS.
BILLIARD ROOM.

Private Dining Room.

EXCELLENT CUISINE.

Tel. No. 1120. Tel. Address 'TANMOTER.'
For Particulars apply to
THE MANAGER.

Hongkong, March 1, 1911.

VICTORIA HOUSE

10, QUEEN'S ROAD CENTRAL.

THE CHEAPEST AND THE
BEST ACCOMMODATED
BOARDING-HOUSE
IN THE CENTRAL LOCALITY.A. WOHLERS.
The Manager.

Hongkong, October 13, 1910.

VICTORIA HOTEL

LATE
NEW AMOY HOTEL,
KULANGSU, AMOY.UNDER NEW MANAGEMENT.
Good Food, Clean Rooms, each with
Separate Bathroom.

REASONABLE CHARGES.

Two minutes walk from the principal land-
ing place.BAR, BILLIARDS AND BOWLING
ALLEY.Chas. A. Mutton
Proprietor.

Hongkong, January 3, 1911.

KING EDWARD HOTEL

A
HIGH-CLASS HOTEL.LADIES AFTERNOON TEA ROOMS.
PRIVATE BAR AND BILLIARD ROOMS.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
TABLE D'HÔTE AT SEPARATE TABLE.
Tel. Address: 'VICTORIA', Hongkong.
For Terms, etc., apply to the
MANAGER.

Hongkong, October 2, 1908.

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PRIVATE HOTEL.

APPROACHED from Kennedy Road
and Macdonnell Road.Tel. No. 134. Tel. Address: 'KINGSCLERE'.
B.C. Code 4th Ed.Electric light, hot and cold water through-
out. Billiards, tennis, croquet, putting
green and fine stabling for horses.
Proprietress, Mrs. F. SACHSE.

Hongkong, September 1, 1908.

BRAESIDE
PRIVATE HOTEL.STANDING in its own grounds with
Tennis and Croquet Lawns, Large
Aire and Well Furnished Rooms. Every
home comfort. Fine View of the Harbour.
Telephone No. 590.Apply to Mrs. F. W. WATTS,
Braeside, 23, Macdonnell Road.

Hongkong, September 2, 1908.

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St. CHAS. SON & FRANK, 50 Great
church St., E.C.4. G. STREET & Co., Ltd.,
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Bride St., E.C.4. ROBERT WATSON, 150
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Hill, Holborn Viaduct, E.C.1. D. J.
KATERS & Co., 3 Whitehall St.,
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11, 12 New Bridge St., E.C.4.SCOTLAND:—FRED. L. SIMONS, 8 North
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Office, 52, Wall Street.SAN FRANCISCO:—American Ports
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cisco.AUSTRALIA, TASMANIA, AND NEW
ZEALAND:—GORDON & GORDON, Mel-
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The most refreshing Perfume for the hot season—

SWEET LAVENDER!

Watson's Specialities—

Ye Old English Lavender Water

A DELIGHTFUL PERFUME

Lavender Talcum Powder

PURE, REFRESHING, LUXURIOUS. FOR TOILET AND NURSERY.

Ye Old Mitcham Lavender Soap

SUPERFINE QUALITY. AN IDEAL SOAP FOR SENSITIVE SKINS.

A. S. Watson & Co., Ltd.,

CHEMISTS BY APPOINTMENT TO H.E. THE GOVERNOR.

OVERSTRUNG

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Hooff & Hooff

Price \$475.

A Liberal Discount given for CASH.

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Hongkong, April 16, 1907.

WM. POWELL,

LIMITED.

CHILDREN'S DEPARTMENT.

THE NEW

'BONNIE'

Straw Hats

FOR

Boys and Girls.

\$1.50, \$2.50, \$3.50.

A VERY PRETTY DESIGN.

Wm. Powell, Ltd.

VICTORIA THEATRE.

DES VOUX ROAD CENTRAL.

7.15 P.M. TO 8.45 P.M. AND 9.15 P.M. TO 11.15 P.M.

THE FINEST and COOLEST HALL in the COLONY.

RETURN VISIT

of the celebrated

DONNELLY TROUPE

UNPARALLELED SUCCESS.

Look out for the Great Artists

LYNDON DAVIES

COMING SOON.

MEMOS FOR TO-MORROW.

12.30 p.m.—Meeting of Members of Hongkong Jockey Club.

General Memoranda.

Monday, August 7.—

Bank Holiday.

9.15 p.m.—Organ Recital at St. John's Cathedral.

Tuesday, August 8.—

Meeting of H.K. & M. Steamboat Co.'s Board.

4 p.m.—Sanitary Board Election in City Hall.

Wednesday, August 9.—

Non-Ordinary General Meeting of Hongkong & South China Steam Fisheries Co., Ltd.

5.30 p.m.—Annual General Meeting of the Victoria Recreation Club.

Thursday, August 10.—

10.55 a.m.—Full Moon.

The China Mail.

HONGKONG, FRIDAY, AUGUST 4, 1911.

THE OLD POST OFFICE.

THE questions which the Hon. Mr. H. E. POLLOCK addressed to the Government in the Legislative Council yesterday relative to the letting of the old Post Office buildings in Queen's Road brought forth some interesting admissions. Although the enquiries were drawn up in the form of five questions, they embraced more than double that number of actual queries. A good proportion of these, however, were carefully avoided in the replies read by the COLONIAL SECRETARY. It was admitted that the premises, situate as they are in the very heart of the business part of the city and covering an extensive area of ground, had been let on a two years' lease at a monthly rental of \$400, that tenders had only been invited through the medium of the Government Gazette, that only three were received, that no enquiries had been made as to the rights paid by shops in the neighbourhood, that no calculations had been made as to how many shops the ground floor could be sub-divided into, and that no enquiries had been made as to what rent the first floor was likely to bring in if sub-divided into rooms for offices. Against these interesting confessions we have to place the fact that the tenant has already succeeded, apparently without any difficulty, in letting portions of the premises at rentals aggregating over \$2,000 per month and that he has every hope of yet further adding to this little sum. Even as things are he will draw \$48,000 during the period of the lease, while he has only to pay to the Government a total of \$9,744. As to the alterations and renovations of which the COLONIAL SECRETARY made so much, it is much to be doubted if the tenant will spend on them more than \$5,000 at the outside. This will still leave him a margin so large that it is obvious to all that the willfully blind that the premises have been woefully under-let.

The whole case displays an indifference on the part of the Government which is unpardonable at a time when the Colony needs every penny it can lay its hands upon. And as one reads the COLONIAL SECRETARY'S replies to the questions one cannot escape an impression of their apologetic character. Mr. POLLOCK

asked, as pointedly as any question could possibly be put, whether the Government considered the rent which the lessee had agreed to pay was an adequate one. But the answer was far from being as direct as the query. The COLONIAL SECRETARY embarked on a rambling, irrelevant statement as to the capital outlay, the improvements and the rates which will have to be borne by the lessee, and deduced that "it would appear" that the accepted tender was "as good as the Government was likely to obtain." What publicity had been given to the letting of the premises? Tenders, we are told, were invited during five weeks in successive copies of the Gazette, and attention was called to the matter (gratuitously we may add) in the news columns of two of the daily papers. One could scarcely conceive a more eloquent illustration of the meaning of that much-used word "Maskee." In such a case as this the matter should have been widely advertised for weeks. Yet not a single advertisement was inserted in the newspapers, and no notice was even posted on the buildings declaring them "To Let." Tenders were invited in that un-read publication, the Gazette, and two little paragraphs appeared in local journals. Yet the Government considers it has done its utmost in the matter! Our idea is that if one is anxious to successfully conceal a fact the best way to do so is to advertise it in the Gazette.

THE COLONIAL SECRETARY, in his desire to impress upon his hearers and the public the enormity of the rent to be paid by the lessee, said that it represented a total of \$23,000 per acre. He might have made the figure much more imposing by working it out on a square mile basis—\$552,000,000 a square mile! Reviewing the whole thing, it seems as if the Government, with a vacant pile of premises in the very best centre of the city on its hands, was only concerned to be relieved of the buildings at the minimum of trouble and worry. There were innumerable ways in which much more could have been made out of the situation, and we are sure that the public agrees in condemning the authorities for their lack of enterprise and foresight in the matter. The unseemly haste to get rid of the premises at any cost is a distinct reflection on the business aptitude of Government officials. If a Chinese speculator can get "very high rentals indeed" for the premises—and it is proved that he can—what excuse is there for the Government letting them go for a mere song? None whatever. Once again the Government is being taught by the Chinese "How to do it."

NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs Vernon and Smyth is 4s. 8d.

The year's total of plague cases is now 248. Three more cases were notified to-day.

Owing to the matchless at Lok Lo Ha having been destroyed by typhoon, bathing at that place has been cancelled until further notice.

A Board of Military Officers assembled to-day at 1 and 2 Antrim Villas, corner of Chatham and Observatory Roads, Kowloon, for the purpose of inspecting and reporting upon the houses as to their fitness for occupation as Officers' Mess and Quarters.

Weather permitting, the a.s. Hongkong will make the excursion trip to Macao on Sunday the 6th instant, leaving here earlier than the usual time—at 8.30 a.m. instead of 9 a.m., and returning from Macao at 5 p.m. The a.s. Sui An will (weather permitting) make an extra trip to Macao, leaving here on Saturday the 5th inst. at 7 p.m. and returning from Macao on Sunday at 1 p.m.

A splendid variety entertainment is to be given at Mount Austin barracks to-morrow (Saturday) night, commencing at 8.15 p.m. The proceeds are to be devoted to military charities. Booking is proceeding the Moutrie's, and only a few seats remain unbooked. Those intending to be present who have not yet booked seats had better do so first thing to-morrow morning.

The total number of pigs admitted to Kennedy Town depot last year was 197,660, an increase on last year's total of 59,823. Many enquiries among pig dealers and butchers have failed to furnish any adequate reason for this substantial increase which occurred chiefly in the latter six months of the year. The total number of sheep admitted to Kennedy Town was 20,564, a decrease of 425 on 1909.

THE STEAMSHIP CASE.

Judgment for Plaintiff.

Mr Justice Gompertz, at the Supreme Court this morning, gave judgment in the claim for damages for wrongful dismissal brought by Captain Tom Austin against Chi Wo and Co., for \$870, for three months' salary in lieu of notice, and lodgings for three months at \$30 a month.

Mr D. V. Stevenson was for plaintiff and Mr Lewis for defendant. His Lordship's judgment was as follows:—This is an action for damages for wrongful dismissal by the master of a local passenger ship. There are two defences—justification—the employers maintaining that they were entitled to dismiss the plaintiff for negligence and failure to properly discharge his duties as master. Secondly the employers say that under an oral agreement made between themselves and the master on his appointment, the engagement was to be terminated by twenty-four hours' notice on either side. There were also insinuations—they are nothing more, for they were not supported by evidence—that the plaintiff in breach of his duties to his employers comported himself towards passengers, European and Chinese. Now as to the defence of justification this was based upon certain evidence given by plaintiff himself and by several witnesses for the defence—mate, chief engineer, commodore and second pilot—to the effect that regular watches were not kept on board. It appeared from the plaintiff's own statement that he and the mate usually took the vessel out of harbour at 9.30 p.m. After Captain Austin the mate was busy with the telegraphs. The captain remained on deck until past, Castle Peak—for one and three quarters to two hours. After that he would chat with passengers for two or three hours being on deck again at the Chain Rocks. In open waters the captain stated that he left the vessels to one of the Chinese pilots of whom he carried two. These pilots are unlicensed, merely Chinese seamen with good local knowledge. One of the pilots who was called as a witness stated that he possessed a coxswain's certificate. The captain said that the vessel was in charge of the pilots for perhaps three hours, but that the mate was knocking about part of the time. He added that he considered he did his duty, that he followed the custom, and he went on to state that in fact he himself was always in charge of the ship and that it was incorrect to say that the pilot was in charge. He himself was always on the bridge and was in and out the whole time and the pilot never knew when he was going to pop out. The Chief Engineer's evidence was to the effect that several times having to report temporary breakdowns in the machinery he found neither the captain nor the mate on the bridge, and he then reported to the pilot. He stated to me, when I recalled him, that as the practice was not to keep watches, he did not trouble to call the captain if the latter was not on the bridge, but reported to the pilot or whoever he found there. He proceeded "No doubt if I had pushed open the swing door, I should have found the captain in the cabin," and again "If the telegraph rings the captain is out immediately. Should I want to stop before the telegraph I am out before him." Then comes the mate whose evidence does not differ materially from that of the captain. I summarise it as follows:—Since the 1st of July when plaintiff left the ship the (new) captain and I kept regular watches. When the plaintiff was there there were no regular watches. I never kept strict watch under the plaintiff. Plaintiff never kept watches in open waters. The captain said I need not keep a regular watch—it was not necessary. In cross examination he said that the captain was a careful navigator and attended to his duties in a proper manner. The next witness was the second pilot. This man was from ten to twenty days on the ship with plaintiff. He says—again I summarise—"I very seldom saw a European on the bridge—I never saw the mate on the bridge except when entering or leaving port. When leaving Canton the captain was on the bridge. After leaving Whampoa he was sometimes on the bridge but more often not there. After Whampoa the captain remained about ten minutes on the bridge. In my watch after the captain left I got orders from no one. For the rest of the watch I was in sole charge of the ship till I handed over to No. 1. Now and again the captain came out. Once the captain had left the bridge I saw him once or twice in the twenty days. Most days he never came out." The Commodore's evidence is merely that he justified the bridge at night on several occasions and found neither the captain nor the chief officer there. Then the defence called Mr Edward Jones, Acting Assistant Harbour Master of the Colony, as an expert witness. Very early in the case I stated that had I known what the issue was likely to be I should have insisted on having a marine assessor. An adviser on the Bench to whom the judge can put his difficulties and get counsel and explanation is much more helpful in a case of this sort than an expert witness if the box.

I should like to have notice in future beforehand when any similar case is coming on for trial. Now the gist and substance of Captain Jones' evidence is contained in the last few lines of his examination in chief which I reproduce. He said "On the captain's own evidence in the box this morning he has been guilty of breach of duty—serious breach of duty, such as would imperil the ship and lives in her." In cross examination he said—"I don't know the state of water at Castle Peak or Chain Rocks. I can't say if captain and mate in Chinese owned boats keep watch—it is their duty to do so. The officer

keeping watch should be in communication with the man at the wheel and close to the telegraph, that is on the bridge. The captain may slip into his room to light his pipe—in and out—at his own risk—they always do. If the engine went to the bridge to report, and could find neither captain nor mate that would be a serious dereliction of duty. It is a serious thing to be off the bridge when the vessel is under way—there would be more risk in narrow or crowded waters, but the principle is the same. Now I will confess that when I heard this testimony I thought the case was at an end, and subject to any rebutting evidence the plaintiff might call I was prepared to give judgment immediately for the defendants. I refused Mr Stevenson leave to call evidence to prove that the plaintiff's practice was usual and ordinary with other boats of this type, for if a practice is really wrong and indefensible I suppose it can be no defence merely to prove that it is usual and prevalent. Finally however, it seemed to me not to be altogether fair to decide adversely to a man in a matter of his professional duty and competence on the authority of a single expert however skilful an expert, moreover who came into the case not with an independent and quasi judicial status as an assessor does, but merely as a witness called by the other side. I most hardly say that I am in no way reflecting upon Captain Jones' impartiality. I am quite sure that he gave his evidence with scrupulous fairness, and he was very careful to state that he had no local experience and did not know the Canton waters. I therefore considered it necessary and with the consent of the parties I have called in the assistance of Captain Fybus, R.N.R., an officer also of very great experience and with personal knowledge of the China coast and river services, who has frequently served on the Marine Boards of enquiry. I am infinitely obliged to him for his trouble and for the assistance he has given me. I proceeded as follows:—I first read over the part of each witness evidence relevant on this point and then put my questions to Captain Fybus as to the plaintiff's evidence as to the duties left to the Chinese pilots and the course of himself and the mate I put the questions (1) Does this describe the usual course of duty on river boats carrying only two officers? (2) If so, is it the usual practice to leave a proper and seamanlike way to run the ship or is negligence and behaviour calculated to imperil the safety of the vessel. His replies were:—(1) I believe this to be the usual course of duty not only on West River boats but on the Yangtze. (2) It is quite in order and reasonable. The captain is always available and can be called and provided he is on the alert it would not be proper to interfere with the pilot who has local knowledge. The pilots are very competent men. I consider the practice as described in the captain's evidence seamanlike and reasonable. I then requested Captain Fybus' opinion on the Chief Engineer's evidence. The comment was "If bearings get heated the engines should be stopped at once and a report made to the bridge as soon as possible afterwards. The pilot was not in fact in sole charge of the ship merely because he was alone on the bridge. He would be perfectly capable of navigating the ship in ordinary circumstances, and if the captain was at hand and ready, that would be the proper arrangement. The captain came out when the boat was rather thick shows him to have been on the alert." On the mate's evidence the comment was as follows "The captain should be on hand, not necessarily on the bridge. There are no rules—the matter must be left to the discretion of the captain and master. If he is at hand so as to be called at once that is sufficient. Chinese pilots are as competent as anyone. The evidence does not necessarily prove negligence. I have followed this practice myself on the Yangtze. If the vessel went to anchor—concentrated there is a fog, then the captain is called. The mates evidence is perfectly consistent with the opinion he gave in cross examination that the captain is a careful navigator and attends to his duties in a proper manner." I then put a further question to the expert witness under the heading of "If the practice under Captain Austin was proper, diligent and seamanlike, why should it have been altered on his dismissal when a new master took command?" Answer—"I regard the system under Captain Austin as a reasonable one for voyages of this sort with a vessel carrying only two officers. Any regular system of watch and watch about on a river boat carrying only a captain and a mate must be illusory. The mate is on special duty before arriving in port—in port he is busy with passengers and cargo. He has many duties in connection with the vessel, and it is necessary for him to have reasonable time for sleep. I regard it as physically impossible for a man with so much to do to keep his regular watches satisfactorily. Now would it tend to efficiency to have the captain always on the bridge. The system described by Captain Austin is, in my opinion, sufficient. But even were I not ready, as I certainly am, to accept his conclusions, it is clear that if the matter is left in any uncertainty then, when two professional experts differ so widely on a matter of professional duty, do the duty of the expert witnesses in this case, it is not competent for me to find the plaintiff in fault. The burden of justification being, of course, on the defendants, if at the conclusion of their case I cannot come to a conclusion in their favour, then evidently they have not done what they were bound to do. But the plea fails for yet another reason. I have no doubt that the practices on local river boats is exactly what the plaintiff did it with regard to the keeping watch and the responsibility of the pilot. My master so holds and I am ready to agree with him. I have also no doubt that the plaintiff ran his ship on these very lines from the date of his appointment as master in March, 1910. Nor can I have the least doubt that his own knowledge and what he was doing—they had of course ample means of knowledge—and that they fully concurred in what was going on. This being so, one would expect that if at any time they came to consider that regular watches ought to be kept they would as fair reasonable men notify the master of their desires. It follows then that when after all these months they put forward suddenly and without any previous notice, the failure to keep regular watches as a ground for summary dismissal, they make it very difficult to believe that the defensible ground is the real one. Nor do I myself believe it. In my opinion the defendants had some collateral motive for wishing to be rid of plaintiff. Suggestions were made in cross examination that they had found him lacking in consideration to passengers. No doubt acts of deliberate

discretion, if brought forward to the captain of a passenger steamer, would give him ample justification for summary dismissal. But nothing of this sort has been proved. I think it quite possible that the captain's measures with troublesome passengers were on the regular side—perhaps he was sometimes not as careful as he might have been, possibly the defendants thought they would like to have a milder mannered man in command. But this is nothing but conjecture. I come next to the second plea—that there was an oral agreement for the determination of the engagement on twenty-four hours' notice. It has been repeatedly held in this court that, special agreements apart, three months' notice of dismissal is reasonable for the master of a vessel. The burden of proof is of course on defendants and I will say at once that they have failed to convince me that the alleged agreement was ever made.

It was pointed out that on several previous occasions the plaintiff's service as master had terminated very suddenly, but he alleges that it did so on each occasion by mutual agreement and in any case the defendants is not that the agreement for twenty-four hours' notice is a usual or ordinary one but that it was a special measure expressly insisted on by the directors because the plaintiff had given them trouble on previous occasions. It is very likely that when the directors engaged the plaintiff at the request as they put it of a third party, they felt they were conferring a favour on a man out of employment. They may have thought that under the circumstances it would be only fair that they should not be bound by the three months' rule. But they failed to satisfy me that any such reservation in their favour was insisted on by themselves or asserted to by plaintiff. Plaintiff stoutly denies it and I accept his denial. Possibly the three months' rule is a somewhat one-sided operation. I mean that in the passenger trade where competition is keen owners may feel that they are losing business through some idiosyncrasy of a master, which at the same time gives them no grounds for summary dismissal. Then they are in a dilemma. Payment down in cash of three months full salary might be a heavy charge on the earnings of a small local steamer. On the other hand if they give three months' notice they may fear that the captain, having no further occasion to consider their interests, may do serious injury to their business before the period of notice runs out. I weight the difficulty but the remedy is in the hands of the owners. They alleged on this occasion an oral agreement. If a master is ready to agree to accept summary notice, there is no reason whatever why he should not be required to put his agreement in writing. I have suggested that course before on a similar occasion. This is a lengthy judgment, but I wish to have the facts and my findings on them clearly set out in the event of an appeal. As the defendants' two pleas have broken down it follows that the plaintiff must have judgment. Three months' salary he is entitled to. As to the quarters he is not out of pocket through the dismissal as he had this payment to make while still in the defendants' service. I disallow this part of the claim. But the point was not argued and I will not hear the parties in Chambers if plaintiff presses this point and his solicitor really thinks he has any case. Subject to this there must be judgment for plaintiff for three months' salary at \$240 and the costs of the action.

Mr Lewis—Will your Lordship grant a stay of execution?

His Lordship—On what grounds?

Mr Lewis—To appeal.

His Lordship—An appeal is no ground for a stay of execution. The usual course is to satisfy me that the money would be paid if the decision is reversed.

Mr Lewis—But Captain Austin proposes going home and if he goes and we bring our appeal our money is gone.

Mr Stevenson—If your Lordship is prepared to grant a stay I would suggest that your Lordship that defendant should be bound to appeal as quickly as possible because my client does intend leaving for Europe.

Mr Lewis—There will be no delay.

His Lordship suggested that the matter be arranged between the parties as to security. He would not grant a stay of execution but if no arrangement could be made he would grant a stay of execution for a limited period.

SOCIAL AND PERSONAL.

Surgeon Verry of H.M.S. Flora has been lent temporarily to H.M.S. Snipe whose Doctor is sick.

It is stated that the Earl of Cromwell take the title of Marquess of Houghton. His father, the famous Monckton Milnes, the poet, was created Lord Houghton.

Mr Laurence Currie has been appointed to the Council of India in place of Sir James Mackay, who resigned on his elevation to the peerage. Sir James Mackay is taking the title of Baron Inchcape.

A telegram received in Singapore announces that the Sultan of Perak and party have arrived at Penang from England. His Highness has been ill, during his absence from this country, but it is satisfactory to know that he is now in better health.

The body of an Indian watchman employed in a coal godown at Yamutai was found on Thursday night floating in the harbour. The watchman is supposed to have been drowned accidentally.

The total number of cattle admitted to the Hongkong Government Depots for the year was 38,409, a decrease on the previous year of 4,333. This decrease is owing to the cessation of the trade with the Philippines. This trade was carried on with difficulty during the year and finally came to an end when a compulsory ninety days quarantine was imposed on cattle entering Manila. In Kennedy Town Depot 33,839 were admitted, a decrease of 3,551 on last year. There were 107 rejected alive as unfit for food against 118 in 1909.

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(Continued.)

A DELAYED TREATY.

(Independent News Agency's Service to the China Mail)

Tokyo, Aug. 4.

Notwithstanding the exertions of the Japanese Government, the new Commercial Treaty with France could not be concluded on the 3rd inst., the day fixed for its signature, owing to the changed political situation in France and the difficulties of settling the Customs rates.

Both parties will therefore remain at present in non-Treaty relationship.

STRIKES.

TROUBLE IN RUSSIA, EGYPT AND ENGLAND.

(Reuter's Service to the China Mail.)

LONDON, Aug. 3.

12,000 dockers have struck at St. Petersburg.

UGLY SITUATION IN CAIRO.

LONDON, Aug. 3.

A serious strike of tram employees has occurred at Cairo.

Attempts to run the trams yesterday were frustrated by mobs of strikers whom the police repeatedly charged with sabres, the rioters responding by throwing stones and firing revolvers.

Many were injured on both sides.

LONDON STRIKE GROWING.

LONDON, Aug. 3.

A mass meeting of London dockers held yesterday resolved on a general strike. It is expected that 20,000 will be idle to-day. The unions abroad are being asked to boycott ships from London.

Mr Ben Tillett said the strike might lead to a strike of the transport workers of Europe and America.

LONDON, Aug. 4.

A meeting of masters and dockers was held yesterday afternoon. Sir A. K. Rolit presided as arbitrator.

The Conference is to be continued to-day.

A slightly more optimistic feeling prevails.

THE AGADIR EXPULSIONS.

BRITAIN'S VIGOROUS INTENTIONS.

(Reuter's Service to the China Mail.)

LONDON, Aug. 4.

Britain is vigorously taking up, both at Agadir and Tangier, the matter of the expulsion from Agadir of Mr Ostler, Daily Express correspondent, and Mr McCullagh, the Westminster Gazette correspondent.

[Continued.]

THE VETO STRUGGLE.

MR BALFOUR'S ADROIT MOVE.

(Reuter's Service to the China Mail.)
LONDON, August 3.

The Unionist papers unanimously welcome Mr Balfour's motion, which the Liberals characterise as an adroit move intended to re-unite the party.

The "No Surrender" section has postponed the issue of their manifesto which they consider might be regarded as a reflection on Mr Balfour.

THE PREMIER INDISPOSED.

Mr Asquith did not attend the House of Commons yesterday and cancelled his engagements for the evening, owing to a slight affection of the throat.

ORIGIN OF CENSURE MOTIONS.

LONDON, Aug. 3.

It appears that at a meeting between Mr Balfour and the "No Surrender" section yesterday, held at the request of the latter, Mr Balfour's advice was asked as to the best means of procedure.

The notices of the proposed votes of censure were the outcome of the meeting.

WEIGHING THE CHANCES.

The newspapers are drawing up a list of the Peers who are likely to support Lord Halsbury. These calculations vary from 68 to 75.

The Liberal papers name 64 certainities and 28 "probables," though these latter have not yet declared their intentions.

AN AUTUMN SESSION.

LONDON, Aug. 4.

In the House of Commons last night Mr Lloyd George announced that Parliament would adjourn on August 18th, after passing the Parliament Bill, the Finance Bill and a resolution regarding payment of members.

It has, he added, been decided to hold an Autumn Session, which is to commence late in October and will be devoted to the Insurance Bill and other measures.

DECENCY AND FAIR-PLAY DEMANDED.

Mr Lloyd George also stated that the Government was agreeable to discuss the vote of censure on Monday, but asked for an undertaking that the debate would be conducted under ordinary conditions of decency and fair-play.

The Parliament Bill is to be resumed on Tuesday.

FRANCE AND GERMANY.

PARIS BECOMING IMPATIENT.

(Reuter's Service to the China Mail.)
LONDON, August 3.

Impatience is being manifested in Paris over the continued silence as to the progress of the Franco-German conversations, while increasing agitation is being manifested in Berlin against the cession of Togoland in exchange for a portion of French Congo. Authoritative opinion in both capitals, however, anticipates a satisfactory diplomatic solution.

HEAT WAVE IN GERMANY.

SERIOUS EFFECTS.

(Reuter's Service to the China Mail.)
LONDON, Aug. 3.

Intense heat is prevailing throughout Germany. There are hundreds of victims daily, and there are many forest and woodland fires.

THE ATLANTIC FLEET.

ADMIRAL CHADOCK TO COMMAND.

(Reuter's Service to the China Mail.)
LONDON, Aug. 3.

Rear-Admiral Chadock has been appointed Rear-Admiral of the Atlantic Fleet in succession to Rear-Admiral Garden.

ARBITRATION TREATIES SIGNED.

FRANCE AND GERMANY; ENGLAND AND AMERICA.

(Reuter's Service to the China Mail.)
LONDON, Aug. 3.

A General Arbitration Treaty between France and Germany was signed in Paris to-day.

A message from Washington says the Anglo-American Arbitration Treaty has been signed.

[Note: As there has been no previous indication of the likely conclusion of an Arbitration Treaty between France and Germany, we rather think the reference should be to France and America. - E.D.M.]

HEALTH OF THE COLONY.

Medical Officers' Report.

There was laid on the table at the Legislative Council yesterday a joint report by the Principal Civil Medical Officer (Hon. Dr. Atkinson) and the Medical Officer of Health (Dr. Francis Clarke) for the year 1910. From this we take the following points:—

GENERAL SANITARY CONDITION.

The "cubic question" has for many years been one of the most difficult problems in connection with the sanitary welfare of the Colony, but it is now, at last, it has been solved in a satisfactory manner by the enactment of stringent regulations combined with considerable latitude in their practical enforcement. The Public Health law of the Colony prohibits the erection of cubicles in ground floor rooms and limits these on upper floors to two in number, while it also limits the height of the partition walls to six feet and regulates their construction in certain other directions, but a discretionary power is granted by Ordinance, which has now been vested in the Medical Officers of Health, and they have thus been enabled to permit the erection of a larger number of cubicles on any floor, wherever the lighting and ventilation of the premises has been found to warrant such a concession. As a result only 14 prosecutions for illegal cubicles were necessary during the year, the fines amounting to \$85.

In connection with anti-plague measures to render houses as far as possible rat-proof, 324 ground surfaces in houses have been repaired and 1,675 buildings have had rat runs filled up with cement.

Obstructions have been removed from backyards, under notice, in 127 houses (274 in 1909). Notices to abate nuisances: the number of 8,404 have been applied for during the year.

In addition to the above improvements in connection with dwelling-houses carried out under the supervision of the Sanitary Department, various permanent improvements affecting sanitation have been effected by the Public Works Department. These include the training of additional nullahs to the extent of 3,897 feet (702 feet in 1909) and the building of public latrines and urinals in Nelson Street and Canton Road (Kowloon), and in Queen's Road East (Victoria), while a new Fruit Market has been erected in Bonhomie Strand, a new Cattle Depot and Slaughter-house at Sai Wan Ho, and office accommodation at the Cattle Depot at Kennedy Town has been enlarged.

A considerable improvement is always taking place in the matter of scavenging lanes but the full effect of the Ordinance in this respect will not be realised for a considerable number of years. Nevertheless, less than 100 acres of lanes obtained for scavenging purposes during the year has been 5,212 sq. ft. (11,450 sq. ft. in 1909), the length being 887 ft. (1,756 ft. in 1909), while a further area of 9,501 sq. ft. was resumed for the construction of roadways, etc. (27,536 sq. ft. in 1909).

During the year four wells, the waters of which were unsatisfactory, were closed by order of the Board.

BIRTHS.

The births registered during the year were as follows:—

	Males.	Females.	Total.
Chinese	940	293	1,233
Non-Chinese	163	137	300
Total, 1910	1,103	430	1,533
1909	1,044	473	1,517

This gives a general birth-rate of 4.5 per 1,000 as compared with 4.4 per 1,000 in 1909 and 4.2 per 1,000 in 1908.

The birth-rate amongst the non-Chinese community was 14.42 per 1,000 as compared with 15.38 per 1,000 in 1909 and 14.43 in 1908.

The nationalities of the non-Chinese parents were as follows:—British 129, Portuguese 78, Indian 40, Malay and Filipino 23, German 15, American 3, French 3, Jewish 4, Danish 3, Spanish, Swedish, Swiss and Japanese 1 each.

The number of Chinese births registered does not give an accurate record of the number of births which have occurred. Owing to the custom of the Chinese of not registering births unless the child has survived for a month and often in the case of female children not at all, it is probable that the majority if not all of the infants which are sickly at birth or die before they have lived one month have not had their births registered. It is customary, therefore, to assume that all children of one month old and under who are admitted to the various Convents (being brought there sick by poor people) and all young infants found dead in the streets, harbour, hillsides, etc., by the Police, have been born in the Colony but not registered. By adding the number of such children to the number of the registered births it is assumed that a somewhat more correct number of births is obtained and from this is calculated a corrected birth-rate.

The number of such children in 1910 was 298 males and 494 females, total 792, which being added to the registered births makes a total of 2,325 as compared with 2,583 in 1909. The corrected birth-rate is therefore 6.6 while amongst the Chinese community alone the rate becomes 6.1 instead of 3.7 per 1,000.

The preponderance of male over female registered births is very marked amongst the Chinese, there being 321 males to 100 females; in 1909 the proportion was 226 males to 100 females. With the addition of the 792 above mentioned unregistered births the proportion becomes 159 males to 100 females.

In the non-Chinese community the proportion of male births to female births for 1910 was 113 to 100, as compared with 117 to 100 in 1909 and 108 to 100 in 1908.

DEATHS.

The deaths registered during the year numbered 7,630 against 7,297 in 1909. The death-rate was therefore 21.75 per 1,000 as against 21.13 in 1909.

The total number of deaths amongst the Chinese community was 7,430 which gives a death-rate of 22.50 per 1,000 as against 21.68 in 1909 and 23.16 in 1908.

The deaths registered amongst the non-Chinese community numbered 200 of which 122 were from the civil population, 20 from the army and 7 from the navy.

This gives a death-rate for the non-Chinese community of 10.04 per 1,000 as compared with 12.45 in 1909 and 14.78 in 1908.

The death-rate contrasts very favourably with that of the Chinese and also with that of the United Kingdom which, for 1908 and 1909 was 15.2 and 14.8 respectively, but it must be borne in mind that over half the population of the Colony (including Chinese) is below the age of 20 and 45 and that invalids frequently leave the Colony for their native countries.

The nationalities of the deceased were as follows:—British 73, Indian 48, Portuguese 15, Malay and Filipino 14, American and German 6 each, Danish 3, Spanish, Italian and Jewish 2 each, Danish 1; this gives a death-rate of 8.4 per 1,000 for Europeans and whites.

and whites: 10.7 per 1,000 for East Indians, and 11.5 per 1,000 for races classed as mixed and coloured.

The total number of deaths which occurred amongst the non-Chinese resident civil population (omitting that is to say the 18 deaths in the Mercantile Marine and Foreign Navies) was 164 and allowing 1,600 for the non-Chinese resident population this gives a death-rate of 12.38 per 1,000 for the resident non-Chinese civil population.

DISEASES.

Respiratory Diseases.—The total number of deaths from these diseases for the year was 2,841 of which 58 were among the non-Chinese community leaving 2,803 among the Chinese population; 892 out of this total occurred in infants under one year of age.

Pneumonia alone accounts for 780 deaths of which 765 were Chinese. Pneumonia caused 1,165 deaths of which 1,133 were Chinese. Many of these bodies were examined in the Public Mortuaries and in no case was death attributable to pneumonia. The deaths from pneumonia alone were 2,803 out of the total deaths from pneumonia occurred in infants under one year of age.

The death-rate among the Chinese from respiratory diseases was 7.9 per 1,000 as compared with 7.3 per 1,000 in the two previous years.

The deaths from phthisis amongst the Chinese were 103 per cent of the total deaths amongst the community as compared with 102 in 1909. The fact that the soil in the lower levels (which are the most densely populated) is water-logged during the greater part of the year has no doubt much to do with the heavy mortality from this disease, but it is to be hoped that the drainage of the lower levels will gradually effect a reduction in our phthisis mortality which at present stands at nearly double that of England and Wales, which in the decennium 1891-1900 was only 1.3 per 1,000.

Nervous Diseases.—The number of deaths under this heading for the year 1910 was 494 as compared with 494 in 1909 and 419 in 1908. The figures compare unfavourably with those of the previous year; the influence of the Public Dispensaries and of the Public Midwives must however be gradually felt, and it is to be hoped that the figures will show considerable reductions within the next few years.

Malaria Fever.—The total number of deaths from malaria fever during the year was 591 (as compared with 423 in 1909 and 499 in 1908), of which 9 only were non-Chinese, 6 being from the civil population, 3 from the troops and 1 from the navy. Of these 582 Chinese deaths, 222 occurred in the City of Victoria (123 in 1909), while there were 70 deaths in Kowloon (120 in 1909), 193 in the village of Hongkong (165 in 1909), 30 in the Harbour, 2 in the New Territories and 1 at the Peak. Some of the deaths, however, which occurred in the City were cases brought over from Kowloon or from the Harbour, for treatment in the various city hospitals. Of the deaths which occurred in the village of Hongkong at Shaikwan (72 from the civil population) as compared with 85 in 1909; 68 at Aberdeen (28 from the land population and 42 from the boat population) as compared with 78 in 1909 and 6 at Stanley.

With regard to the increase in the City during 1910 as compared with the previous year, we find that about one-third of these deaths occurred in Health Districts 8 and 10 which are at the Western end of the City, where a large number of workmen have been employed throughout the year in building the new sewerage works, which the University is bounded on the West by a mountain stream which a year ago was found to be swarming with anopheles larvae, and although the training of this stream was at once taken in hand and finished in the month of November, 1910, yet it is obvious that the employment of a large number of natives in a locality so long as it is swarmed with anopheles mosquitoes was bound to lead to a temporary increase in the number of cases of malaria. The training of these streams and their tributaries, the clearing of the sites and their surroundings, the completion of the building operations and the dispersal of the workmen (many of whom carry the malarial parasite in their blood although quite capable of working) will we hope speedily restore the district to their former state of healthiness.

Beri-Beri.—There were 586 deaths (645 in 1909 and 738 in 1908) from this disease during the year of which 4 only were among the non-Chinese community, two of whom were Malays, one a Japanese and one a Chinese. Attention has been drawn to the fact that the cause of this disease is believed to be due to the eating of white or polished rice, and further investigations are being made into this subject. The means of obtaining and large employers are being urged to supply their workmen with beans in addition to the rice if they are not able to furnish them with a sufficient quantity of fresh meat or of fresh fish.

Infectious Diseases.—The total number of cases of infectious disease notified during the year was 178 (292 in 1909) of which 25 were of plague.

Plague.—The incidence of plague during 1910 was very light, only 25 cases being recorded, of which 4 were imported. Eighteen of the cases were discovered in the City of Victoria, one at the Peak, two in Kowloon, two in the Harbour and two in the villages of Hongkong.

Typhoid Fever.—The number of cases of this disease during the year was 97 as compared with 75 during 1909 and 38 in 1908; 17 of the cases were imported. The cases of European or American nationality numbered 25, while the Chinese cases numbered 23, and 9 cases occurred amongst the other Asiatic races in the Colony. Three of the European cases, three of the "other Asiatic" cases, and 22 of the Chinese cases died. The case mortality among the European cases was therefore 12 per cent.

In most of the cases of typhoid fever that occur in this Colony the infection is probably contracted by eating salads of raw vegetables, which have been grown in Chinese market-gardens, where it is customary to water and manure the plants with diluted human excreta—both urine and faeces. Residents in the Far East should carefully avoid such articles of food as water-cress, lettuce, etc., in view of the danger of contracting typhoid fever, cholera or intestinal parasites, all of which diseases may be conveyed in this manner. Oysters from neighbouring Chinese ports are also considered a source of infection.

It will be seen from the above figures that this disease is much less prevalent among the Chinese than among Europeans in this Colony, the ratio of cases to population being in the case of Europeans 2.1 per 1,000 and in the case of Chinese 0.1 per 1,000.

Small-pox.—During the year 81 cases of small-pox were certified, (38 in 1909), of which 9 were Europeans, and 23 were Chinese; 5 of the cases were imported. One European case and 12 of the Chinese cases died.

The number of vaccinations for the year was 7,584 as compared with 6,771 in 1909.

THE TYPHOON.

The black cone indicating that the typhoon is still situated to the South of the Colony in the 300 miles area has remained up all day to-day. During last night a gale swept over the Colony, while to-day the wind has continued to blow strongly and there have been occasional heavy downpours of blinding rain. The harbour has presented a very "typhoony" appearance, and all the steamers in port have been compelled to remain in shelter. As a consequence, shipping work has been absolutely at a standstill for the second day in succession. The English mail from the North came in during the forenoon, but instead of taking the usual P. and O. buoy she moored off Wanchai in a more secluded spot.

A notice issued by the Observatory at 7.30 last night stated that the typhoon was still south of the Colony and was progressing slowly on its course in a W.N.W. direction. At noon to-day the report was that the centre of the disturbance was probably situated about 75 miles S.S.W. of Gap Rock, and that it was moving slowly in a north-westerly or north-north-westerly direction, the coast west of Macao being threatened. It will therefore be noticed that since yesterday the disturbance, which would seem to have a considerable area, has taken a slight curve rather more in the direction of Hongkong than the course on which it was formerly moving.

We learn that the Admiralty collier Suising will remain in Junk Bay until the black signals are hauled down, when she will proceed to Wei-hai-wei.

The remains of an old broken junk was seen yesterday afternoon on the beach in the corner made by the Praya wall and the stone pier opposite Observation Point.

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RUMOURS RIFE IN FATSHAN.

The unrest that has been so prevalent in Canton has now reached Fatshan. One big business firm, which deals in coal is stated to have received a letter a few days ago stating that there were several thousands of men prepared and waiting, and that they intended to pounce down upon Fatshan on a certain day and then loot the city. The date was given. It is known that at a place named Lung Shan there is a big body of people gathered together, and on the sixth of the Chinese month they celebrated some big feasts; so the people are very much disturbed. It is said that many of the business people are giving credence to these rumours, and that they have met to discuss measures for the protection of their property and their families. Of course, the better instructed section of the community laugh at these rumours, and at the black-mailing letters. But meanwhile there is an unsettling tendency in them, and though the people do not yet appear to have followed the steps of the residents of Canton in moving their families and themselves to the safer refuge of Hongkong or Macao, there is no knowing when the migration will take place; when a few start the many will follow.

IN THE COURTS.

Before Mr J. B. Wood an Indian chauffeur was charged with reckless driving and exceeding the speed limit. After hearing the evidence his Worship discharged the defendant.

A rather unusual charge was preferred against an old Chinese woman from Hung-hom. She was accused of killing five ducks belonging to a neighbour. The ducks, it was said, trespassed on defendant's premises, and she sliced each of them by the neck and swung them against a wall. His Worship bound the defendant over in the sum of \$25 to keep the peace for six months.

At the Marine Court to-day, before Commandant C. W. Beckwith, R.N., Lance-Sergeant Thompson prosecuted the co-owners of the Astor House Hotel launch, the Brona and the Wo On for disobeying the lawful orders of the Harbour Master on the 27th ultimo. It was stated that the defendants launched the free access to the gangway of the steamer St. Albans, and did not remove until the police launch was right on them. A fine of \$15, the alternative being one month's imprisonment, was imposed in each case.

A daring armed robbery has been committed in the village of Tai O. A gang of men, armed with choppers, entered the home of a villager, terrified and threatened the inmates and before they had recovered from the shock of the intrusion, escaped with goods to the value of \$300.

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The White Peacock, by D. E. Lawrence.

Tillers of the Soil, by J. E. Patterson.

The Legacy, by Mary S. Watts.

The Ring of Pleasure, by Paul Creswick.

The Garden of Reurrection, by E. Temple Thurston.

The Street of To-day, by John Masfield.

The Escape Agents, by C. J. Cutcliffe Byrne.

The Journal, by Joseph Hooking.

The Muzzled Ox, by Corlie Stanton and Heath Hoeken.

Members of the Family, by Owen Wister.

The White Owl, by Kate Korn.

Mr Noakes, by C. A. Dawson Scott.

The Hand of Venus, by J. Morgan de Groat.

A True Woman, by Baroness Orczy.

Robinetta, by Kate Douglas Wiggin.

The Vision of Balmain, by G. B. Burgin.

Honour's Follies, by May Wynne.

Some Happenings of Glendalyn, by Dorothea Conway.

The King over the Water, by Justin Huntly McCarthy.

Winding Paths, by Gertrude Page.

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LONDON, via SWATOW, DELHI, CAPT. R. A. FRYER		10th Aug.	Freight and Passengers
SHANGHAI, MOJI, KOBÉ, SUNDAY, CAPT. H. G. EVANS, R.N.R.		12th Aug.	Freight and Passengers

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CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

EXPRESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C. R.M.S. 'MONTAGUE' calls at MOJI instead of Nagasaki. The only line that maintains a Regular Schedule Service of 15 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.

(Subject to alteration).

From Hongkong:

STEAMER	DATE	TO SAIL
EMPEROR OF INDIA	SATURDAY, 12th AUG.	1st SEPT.
EMPEROR OF JAPAN	SATURDAY, 19th SEPT.	27th SEPT.
EMPEROR OF CHINA	SATURDAY, 26th SEPT.	3rd OCT.
EMPEROR OF INDIA	SATURDAY, 3rd OCT.	10th OCT.
EMPEROR OF JAPAN	SATURDAY, 10th OCT.	17th OCT.
EMPEROR OF CHINA	SATURDAY, 17th OCT.	24th OCT.
EMPEROR OF INDIA	SATURDAY, 24th OCT.	31st OCT.
EMPEROR OF JAPAN	SATURDAY, 31st OCT.	7th NOV.
EMPEROR OF CHINA	SATURDAY, 7th NOV.	14th NOV.
EMPEROR OF INDIA	SATURDAY, 14th NOV.	21st NOV.
EMPEROR OF JAPAN	SATURDAY, 21st NOV.	28th NOV.
EMPEROR OF CHINA	SATURDAY, 28th NOV.	5th DEC.
EMPEROR OF INDIA	SATURDAY, 5th DEC.	12th DEC.
EMPEROR OF JAPAN	SATURDAY, 12th DEC.	19th DEC.
EMPEROR OF CHINA	SATURDAY, 19th DEC.	26th DEC.
EMPEROR OF INDIA	SATURDAY, 26th DEC.	2nd JAN.
EMPEROR OF JAPAN	SATURDAY, 2nd JAN.	9th JAN.
EMPEROR OF CHINA	SATURDAY, 9th JAN.	16th JAN.
EMPEROR OF INDIA	SATURDAY, 16th JAN.	23rd JAN.
EMPEROR OF JAPAN	SATURDAY, 23rd JAN.	30th JAN.
EMPEROR OF CHINA	SATURDAY, 30th JAN.	6th FEB.
EMPEROR OF INDIA	SATURDAY, 6th FEB.	13th FEB.
EMPEROR OF JAPAN	SATURDAY, 13th FEB.	20th FEB.
EMPEROR OF CHINA	SATURDAY, 20th FEB.	27th FEB.
EMPEROR OF INDIA	SATURDAY, 27th FEB.	6th MARCH.
EMPEROR OF JAPAN	SATURDAY, 6th MARCH.	13th MARCH.
EMPEROR OF CHINA	SATURDAY, 13th MARCH.	20th MARCH.
EMPEROR OF INDIA	SATURDAY, 20th MARCH.	27th MARCH.
EMPEROR OF JAPAN	SATURDAY, 27th MARCH.	3rd APRIL.
EMPEROR OF CHINA	SATURDAY, 3rd APRIL.	10th APRIL.
EMPEROR OF INDIA	SATURDAY, 10th APRIL.	17th APRIL.
EMPEROR OF JAPAN	SATURDAY, 17th APRIL.	24th APRIL.
EMPEROR OF CHINA	SATURDAY, 24th APRIL.	1st MAY.
EMPEROR OF INDIA	SATURDAY, 1st MAY.	8th MAY.
EMPEROR OF JAPAN	SATURDAY, 8th MAY.	15th MAY.
EMPEROR OF CHINA	SATURDAY, 15th MAY.	22nd MAY.
EMPEROR OF INDIA	SATURDAY, 22nd MAY.	29th MAY.
EMPEROR OF JAPAN	SATURDAY, 29th MAY.	5th JUNE.
EMPEROR OF CHINA	SATURDAY, 5th JUNE.	12th JUNE.
EMPEROR OF INDIA	SATURDAY, 12th JUNE.	19th JUNE.
EMPEROR OF JAPAN	SATURDAY, 19th JUNE.	26th JUNE.
EMPEROR OF CHINA	SATURDAY, 26th JUNE.	3rd JULY.
EMPEROR OF INDIA	SATURDAY, 3rd JULY.	10th JULY.
EMPEROR OF JAPAN	SATURDAY, 10th JULY.	17th JULY.
EMPEROR OF CHINA	SATURDAY, 17th JULY.	24th JULY.
EMPEROR OF INDIA	SATURDAY, 24th JULY.	31st JULY.
EMPEROR OF JAPAN	SATURDAY, 31st JULY.	7th AUGUST.
EMPEROR OF CHINA	SATURDAY, 7th AUGUST.	14th AUGUST.
EMPEROR OF INDIA	SATURDAY, 14th AUGUST.	21st AUGUST.
EMPEROR OF JAPAN	SATURDAY, 21st AUGUST.	28th AUGUST.
EMPEROR OF CHINA	SATURDAY, 28th AUGUST.	4th SEPTEMBER.
EMPEROR OF INDIA	SATURDAY, 4th SEPTEMBER.	11th SEPTEMBER.
EMPEROR OF JAPAN	SATURDAY, 11th SEPTEMBER.	18th SEPTEMBER.
EMPEROR OF CHINA	SATURDAY, 18th SEPTEMBER.	25th SEPTEMBER.
EMPEROR OF INDIA	SATURDAY, 25th SEPTEMBER.	2nd OCTOBER.
EMPEROR OF JAPAN	SATURDAY, 2nd OCTOBER.	9th OCTOBER.
EMPEROR OF CHINA	SATURDAY, 9th OCTOBER.	16th OCTOBER.
EMPEROR OF INDIA	SATURDAY, 16th OCTOBER.	23rd OCTOBER.
EMPEROR OF JAPAN	SATURDAY, 23rd OCTOBER.	30th OCTOBER.
EMPEROR OF CHINA	SATURDAY, 30th OCTOBER.	6th NOVEMBER.
EMPEROR OF INDIA	SATURDAY, 6th NOVEMBER.	13th NOVEMBER.
EMPEROR OF JAPAN	SATURDAY, 13th NOVEMBER.	20th NOVEMBER.
EMPEROR OF CHINA	SATURDAY, 20th NOVEMBER.	27th NOVEMBER.
EMPEROR OF INDIA	SATURDAY, 27th NOVEMBER.	4th DECEMBER.
EMPEROR OF JAPAN	SATURDAY, 4th DECEMBER.	11th DECEMBER.
EMPEROR OF CHINA	SATURDAY, 11th DECEMBER.	18th DECEMBER.
EMPEROR OF INDIA	SATURDAY, 18th DECEMBER.	25th DECEMBER.
EMPEROR OF JAPAN	SATURDAY, 25th DECEMBER.	1st JANUARY.
EMPEROR OF CHINA	SATURDAY, 1st JANUARY.	8th JANUARY.
EMPEROR OF INDIA	SATURDAY, 8th JANUARY.	15th JANUARY.
EMPEROR OF JAPAN	SATURDAY, 15th JANUARY.	22nd JANUARY.
EMPEROR OF CHINA	SATURDAY, 22nd JANUARY.	29th JANUARY.
EMPEROR OF INDIA	SATURDAY, 29th JANUARY.	5th FEBRUARY.
EMPEROR OF JAPAN	SATURDAY, 5th FEBRUARY.	12th FEBRUARY.
EMPEROR OF CHINA	SATURDAY, 12th FEBRUARY.	19th FEBRUARY.
EMPEROR OF INDIA	SATURDAY, 19th FEBRUARY.	26th FEBRUARY.
EMPEROR OF JAPAN	SATURDAY, 26th FEBRUARY.	5th MARCH.
EMPEROR OF CHINA	SATURDAY, 5th MARCH.	12th MARCH.
EMPEROR OF INDIA	SATURDAY, 12th MARCH.	19th MARCH.
EMPEROR OF JAPAN	SATURDAY, 19th MARCH.	26th MARCH.
EMPEROR OF CHINA	SATURDAY, 26th MARCH.	2nd APRIL.
EMPEROR OF INDIA	SATURDAY, 2nd APRIL.	9th APRIL.
EMPEROR OF JAPAN	SATURDAY, 9th APRIL.	16th APRIL.
EMPEROR OF CHINA	SATURDAY, 16th APRIL.	23rd APRIL.
EMPEROR OF INDIA	SATURDAY, 23rd APRIL.	30th APRIL.
EMPEROR OF JAPAN	SATURDAY, 30th APRIL.	7th MAY.
EMPEROR OF CHINA	SATURDAY, 7th MAY.	14th MAY.
EMPEROR OF INDIA	SATURDAY, 14th MAY.	21st MAY.
EMPEROR OF JAPAN	SATURDAY, 21st MAY.	28th MAY.
EMPEROR OF CHINA	SATURDAY, 28th MAY.	4th JUNE.
EMPEROR OF INDIA	SATURDAY, 4th JUNE.	11th JUNE.
EMPEROR OF JAPAN	SATURDAY, 11th JUNE.	18th JUNE.
EMPEROR OF CHINA	SATURDAY, 18th JUNE.	25th JUNE.
EMPEROR OF INDIA	SATURDAY, 25th JUNE.	2nd JULY.
EMPEROR OF JAPAN	SATURDAY, 2nd JULY.	9th JULY.
EMPEROR OF CHINA	SATURDAY, 9th JULY.	16th JULY.
EMPEROR OF INDIA	SATURDAY, 16th JULY.	23rd JULY.
EMPEROR OF JAPAN	SATURDAY, 23rd JULY.	30th JULY.
EMPEROR OF CHINA	SATURDAY, 30th JULY.	6th AUGUST.
EMPEROR OF INDIA	SATURDAY, 6th AUGUST.	13th AUGUST.
EMPEROR OF JAPAN	SATURDAY, 13th AUGUST.	20th AUGUST.
EMPEROR OF CHINA	SATURDAY, 20th AUGUST.	27th AUGUST.
EMPEROR OF INDIA	SATURDAY, 27th AUGUST.	3rd SEPTEMBER.
EMPEROR OF JAPAN	SATURDAY, 3rd SEPTEMBER.	10th SEPTEMBER.
EMPEROR OF CHINA	SATURDAY, 10th SEPTEMBER.	17th SEPTEMBER.
EMPEROR OF INDIA	SATURDAY, 17th SEPTEMBER.	24th SEPTEMBER.
EMPEROR OF JAPAN	SATURDAY, 24th SEPTEMBER.	1st OCTOBER.
EMPEROR OF CHINA	SATURDAY, 1st OCTOBER.	8th OCTOBER.
EMPEROR OF INDIA	SATURDAY, 8th OCTOBER.	15th OCTOBER.
EMPEROR OF JAPAN	SATURDAY, 15th OCTOBER.	22nd OCTOBER.
EMPEROR OF CHINA	SATURDAY, 22nd OCTOBER.	29th OCTOBER.
EMPEROR OF INDIA	SATURDAY, 29th OCTOBER.	5th NOVEMBER.
EMPEROR OF JAPAN	SATURDAY, 5th NOVEMBER.	12th NOVEMBER.
EMPEROR OF CHINA	SATURDAY, 12th NOVEMBER.	19th NOVEMBER.
EMPEROR OF INDIA	SATURDAY, 19th NOVEMBER.	26th NOVEMBER.
EMPEROR OF JAPAN	SATURDAY, 26th NOVEMBER.	3rd DECEMBER.
EMPEROR OF CHINA	SATURDAY, 3rd DECEMBER.	10th DECEMBER.
EMPEROR OF INDIA	SATURDAY, 10th DECEMBER.	17th DECEMBER.
EMPEROR OF JAPAN	SATURDAY, 17th DECEMBER.	24th DECEMBER.
EMPEROR OF CHINA	SATURDAY, 24th DECEMBER.	31st DECEMBER.
EMPEROR OF INDIA	SATURDAY, 31st DECEMBER.	7th JANUARY.
EMPEROR OF JAPAN	SATURDAY, 7th JANUARY.	14th JANUARY.
EMPEROR OF CHINA	SATURDAY, 14th JANUARY.	21st JANUARY.
EMPEROR OF INDIA	SATURDAY, 21st JANUARY.	28th JANUARY.
EMPEROR OF JAPAN	SATURDAY, 28th JANUARY.	4th FEBRUARY.
EMPEROR OF CHINA	SATURDAY, 4th FEBRUARY.	11th FEBRUARY.
EMPEROR OF INDIA	SATURDAY, 11th FEBRUARY.	18th FEBRUARY.
EMPEROR OF JAPAN	SATURDAY, 18th FEBRUARY.	25th FEBRUARY.
EMPEROR OF CHINA	SATURDAY, 25th FEBRUARY.	3rd MARCH.
EMPEROR OF INDIA	SATURDAY, 3rd MARCH.	10th MARCH.
EMPEROR OF JAPAN	SATURDAY, 10th MARCH.	17th MARCH.
EMPEROR OF CHINA	SATURDAY, 17th MARCH.	24th MARCH.
EMPEROR OF INDIA	SATURDAY, 24th MARCH.	31st MARCH.
EMPEROR OF JAPAN	SATURDAY, 31st MARCH.	7th APRIL.
EMPEROR OF CHINA	SATURDAY, 7th APRIL.	14th APRIL.
EMPEROR OF INDIA	SATURDAY, 14th APRIL.	21st APRIL.
EMPEROR OF JAPAN	SATURDAY, 21st APRIL.	28th APRIL.
EMPEROR OF CHINA	SATURDAY, 28th APRIL.	5th MAY.
EMPEROR OF INDIA	SATURDAY, 5th MAY.	12th MAY.
EMPEROR OF JAPAN	SATURDAY, 12th MAY.	19th MAY.
EMPEROR OF CHINA	SATURDAY, 19th MAY.	26th MAY.
EMPEROR OF INDIA	SATURDAY, 26th MAY.	2nd JUNE.
EMPEROR OF JAPAN	SATURDAY, 2nd JUNE.	9th JUNE.
EMPEROR OF CHINA	SATURDAY, 9th JUNE.	16th JUNE.
EMPEROR OF INDIA	SATURDAY, 16th JUNE.	23rd JUNE.
EMPEROR OF JAPAN	SATURDAY, 23rd JUNE.	30th JUNE.
EMPEROR OF CHINA	SATURDAY, 30th JUNE.	7th JULY.
EMPEROR OF INDIA	SATURDAY, 7th JULY.	14th JULY.
EMPEROR OF JAPAN	SATURDAY, 14th JULY.	21st JULY.
EMPEROR OF CHINA	SATURDAY, 21st JULY.	28th JULY.
EMPEROR OF INDIA	SATURDAY, 28th JULY.	4th AUGUST.
EMPEROR OF JAPAN	SATURDAY, 4th AUGUST.	11th AUGUST.
EMPEROR OF CHINA	SATURDAY, 11th AUGUST.	18th AUGUST.
EMPEROR OF INDIA	SATURDAY, 18th AUGUST.	25th AUGUST.
EMPEROR OF JAPAN	SATURDAY, 25th AUGUST.	1st SEPTEMBER.
EMPEROR OF CHINA	SATURDAY, 1st SEPTEMBER.	8th SEPTEMBER.
EMPEROR OF INDIA	SATURDAY, 8th SEPTEMBER.	15th SEPTEMBER.
EMPEROR OF JAPAN	SATURDAY, 15th SEPTEMBER.	22nd SEPTEMBER.
EMPEROR OF CHINA	SATURDAY, 22nd SEPTEMBER.	29th SEPTEMBER.
EMPEROR OF INDIA	SATURDAY, 29th SEPTEMBER.	6th OCTOBER.
EMPEROR OF JAPAN	SATURDAY, 6th OCTOBER.	13th OCTOBER.
EMPEROR OF CHINA	SATURDAY, 13th OCTOBER.	20th OCTOBER.
EMPEROR OF INDIA	SATURDAY, 20th OCTOBER.	27th OCTOBER.
EMPEROR OF JAPAN	SATURDAY, 27th OCTOBER.	3rd NOVEMBER.
EMPEROR OF CHINA	SATURDAY, 3rd NOVEMBER.	10th NOVEMBER.
EMPEROR OF INDIA	SATURDAY, 10th NOVEMBER.	17th NOVEMBER.
EMPEROR OF JAPAN	SATURDAY, 17th NOVEMBER.	24th NOVEMBER.
EMPEROR OF CHINA	SATURDAY, 24th NOVEMBER.	1st DECEMBER.
EMPEROR OF INDIA	SATURDAY, 1st DECEMBER.	8th DECEMBER.
EMPEROR OF JAPAN	SATURDAY, 8th DECEMBER.	15th DECEMBER.
EMPEROR OF CHINA	SATURDAY, 15th DECEMBER.	22nd DECEMBER.
EMPEROR OF INDIA	SATURDAY, 22nd DECEMBER.	29th DECEMBER.
EMPEROR OF JAPAN	SATURDAY, 29th DECEMBER.	5th JANUARY.
EMPEROR OF CHINA	SATURDAY, 5th JANUARY.	12th JANUARY.
EMPEROR OF INDIA	SATURDAY, 12th JANUARY.	19th JANUARY.
EMPEROR OF JAPAN	SATURDAY, 19th JANUARY.	26th JANUARY.
EMPEROR OF CHINA	SATURDAY, 26th JANUARY.	2nd FEBRUARY.
EMPEROR OF INDIA	SATURDAY, 2nd FEBRUARY.	9th FEBRUARY.
EMPEROR OF JAPAN	SATURDAY, 9th FEBRUARY.	16th FEBRUARY.
EMPEROR OF CHINA	SATURDAY, 16th FEBRUARY.	23rd FEBRUARY.
EMPEROR OF INDIA	SATURDAY, 23rd FEBRUARY.	1st MARCH.
EMPEROR OF JAPAN	SATURDAY, 1st MARCH.	8th MARCH.
EMPEROR OF CHINA	SATURDAY, 8th MARCH.	15th MARCH.
EMPEROR OF INDIA	SATURDAY, 15th MARCH.	22nd MARCH.
EMPEROR OF JAPAN	SATURDAY, 22nd MARCH.	29th MARCH.
EMPEROR OF CHINA	SATURDAY, 29th MARCH.	5th APRIL.
EMPEROR OF INDIA	SATURDAY, 5th APRIL.	12th APRIL.
EMPEROR OF JAPAN	SATURDAY, 12th APRIL.	19th APRIL.
EMPEROR OF CHINA	SATURDAY, 19th APRIL.	26th APRIL.
EMPEROR OF INDIA	SATURDAY, 26th APRIL.	3rd MAY.
EMPEROR OF JAPAN	SATURDAY, 3rd MAY.	10th MAY.
EMPEROR OF CHINA	SATURDAY, 10th MAY.	17th MAY.
EMPEROR OF INDIA	SATURDAY, 17th MAY.	24th MAY.
EMPEROR OF JAPAN	SATURDAY, 24th MAY.	31st MAY.
EMPEROR OF CHINA	SATURDAY, 31st MAY.	7th JUNE.
EMPEROR OF INDIA	SATURDAY, 7th JUNE.	14th JUNE.
EMPEROR OF JAPAN	SATURDAY, 14th JUNE.	21st JUNE.
EMPEROR OF CHINA	SATURDAY, 21st JUNE.	28th JUNE.
EMPEROR OF INDIA	SATURDAY, 28th JUNE.	5th JULY.
EMPEROR OF JAPAN	SATURDAY, 5th JULY.	12th JULY.
EMPEROR OF CHINA	SATURDAY, 12th JULY.	19th JULY.
EMPEROR OF INDIA	SATURDAY, 19th JULY.	26th JULY.
EMPEROR OF JAPAN	SATURDAY, 26th JULY.	2nd AUGUST.
EMPEROR OF CHINA	SATURDAY, 2nd AUGUST.	9th AUGUST.
EMPEROR OF INDIA	SATURDAY, 9th AUGUST.	16th AUGUST.
EMPEROR OF JAPAN	SATURDAY, 16th AUGUST.	23rd AUGUST.
EMPEROR OF CHINA	SATURDAY, 23rd AUGUST.	30th AUGUST.
EMPEROR OF INDIA	SATURDAY, 30th AUGUST.	6th SEPTEMBER.
EMPEROR OF JAPAN	SATURDAY, 6th SEPTEMBER.	13th SEPTEMBER.
EMPEROR OF CHINA	SATURDAY, 13th SEPTEMBER.	20th SEPTEMBER.
EMPEROR OF INDIA	SATURDAY, 20th SEPTEMBER.	27th SEPTEMBER.
EMPEROR OF JAPAN	SATURDAY, 27th SEPTEMBER.	4th OCTOBER.
EMPEROR OF CHINA	SATURDAY, 4th OCTOBER.	11th OCTOBER.
EMPEROR OF INDIA	SATURDAY, 11th OCTOBER.	18th OCTOBER.
EMPEROR OF JAPAN	SATURDAY, 18th OCTOBER.	25th OCTOBER.
EMPEROR OF CHINA	SATURDAY, 25th OCTOBER.	1st NOVEMBER.
EMPEROR OF INDIA	SATURDAY, 1st NOVEMBER.	8th NOVEMBER.
EMPEROR OF JAPAN	SATURDAY, 8th NOVEMBER.	15th NOVEMBER.
EMPEROR OF CHINA	SATURDAY, 15th NOVEMBER.	22nd NOVEMBER.
EMPEROR OF INDIA	SATURDAY, 22nd NOVEMBER.	29th NOVEMBER.
EMPEROR OF JAPAN	SATURDAY, 29th NOVEMBER.	6th DECEMBER.
EMPEROR OF CHINA	SATURDAY, 6th DECEMBER.	13th DECEMBER.
EMPEROR OF INDIA	SATURDAY, 13th DECEMBER.	20th DECEMBER.
EMPEROR OF JAPAN	SATURDAY, 20th DECEMBER.	27th DECEMBER.
EMPEROR OF CHINA	SATURDAY, 27th DECEMBER.	3rd JANUARY.
EMPEROR OF INDIA	SATURDAY, 3rd JANUARY.	10th JANUARY.
EMPEROR OF JAPAN	SATURDAY, 10th JANUARY.	17th JANUARY.
EMPEROR OF CHINA	SATURDAY, 17th JANUARY.	24th JANUARY.
EMPEROR OF INDIA	SATURDAY, 24th JANUARY.	31st JANUARY.
EMPEROR OF JAPAN	SATURDAY, 31st JANUARY.	7th FEBRUARY.
EMPEROR OF CHINA	SATURDAY, 7th FEBRUARY.	14th FEBRUARY.
EMPEROR OF INDIA	SATURDAY, 14th FEBRUARY.	21st FEBRUARY.
EMPEROR OF JAPAN	SATURDAY, 21st FEBRUARY.	28th FEBRUARY.
EMPEROR OF CHINA	SATURDAY, 28th FEBRUARY.	5th MARCH.
EMPEROR OF INDIA	SATURDAY, 5th MARCH.	12th MARCH.
EMPEROR OF JAPAN	SATURDAY, 12th MARCH.	19th MARCH.
EMPEROR OF CHINA	SATURDAY, 19th MARCH.	26th MARCH.
EMPEROR OF INDIA	SATURDAY, 26th MARCH.	2nd APRIL.
EMPEROR OF JAPAN	SATURDAY, 2nd APRIL.	9th APRIL.
EMPEROR OF CHINA	SATURDAY, 9th APRIL.	16th APRIL.
EMPEROR OF INDIA	SATURDAY, 16th APRIL.	23rd APRIL.
EMPEROR OF JAPAN	SATURDAY, 23rd APRIL.	30th APRIL.
EMPEROR OF CHINA	SATURDAY, 30th APRIL.	7th MAY.
EMPEROR OF INDIA	SATURDAY, 7th MAY.	14th MAY.
EMPEROR OF JAPAN	SATURDAY, 14th MAY.	21st MAY.
EMPEROR OF CHINA	SATURDAY, 21st MAY.	28th MAY.
EMPEROR OF INDIA	SATURDAY, 28th MAY.	4th JUNE.
EMPEROR OF JAPAN	SATURDAY, 4th JUNE.	11th JUNE.
EMPEROR OF CHINA	SATURDAY, 11th JUNE.	18th JUNE.
EMPEROR OF INDIA	SATURDAY, 18th JUNE.	25th JUNE.
EMPEROR OF JAPAN	SATURDAY, 25th JUNE.	2nd JULY.
EMPEROR OF CHINA	SATURDAY, 2nd JULY.	9th JULY.
EMPEROR OF INDIA	SATURDAY, 9th JULY.	16th JULY.
EMPEROR OF JAPAN		

